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# Essex County Herald.

DEVOTED TO THE INTERESTS OF ESSEX COUNTY.

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## Essex County Herald.

The bicycle, it is said, has very seriously injured the business of Denver (Col.) street cars.

The present Lords of the Admiralty in England are giving the new protected cruisers very effective names. Three are to be called the Arrogant, the Furious and the Vindictive.

The Massachusetts Supreme Court has decided unconstitutional a law compelling the railroads to sell at ruling rates mileage tickets good on any railroad. Michigan has, however, recently passed a similar law.

The proverbial needle in a haystack was found by a cow in Watertown, S. D., a week or two ago. The cleverness of the animal's performance of the hitherto thought impossible feat is perhaps marred because of the fact that she was not hunting for it. The unfortunate animal found the needle with her tongue while munching feed, but a veterinary surgeon removed it without serious injury to her.

Travelers in Maine say that a surprising number of the "abandoned farms" of the State have been re-occupied this year, and that the new tenants appear not to be mere casual residents, who have occupied the places as a tramp might put up for a while in an empty house, but industrious farmers, who are brightening up the old farms in a manner that indicates they have come there to stay. "Doubtless that is but another evidence of the returning prosperity that is brightening up the whole country," comments the New York Sun.

The principal part of the cut of spruce on the Androscoggin River in Maine is now consumed by the pulp mills. Bangor lumberman say the pulp mills of the Penobscot devour the equivalent of 50,000,000 feet spruce logs each year, with also new pulp mills in process of construction. Hon. Charles A. Milliken, Mayor of Augusta, says the mills are using fifty millions of spruce each year on the Kennebec for pulp. About 25,000,000 feet spruce logs are converted into pulp on the Merrimack River in New Hampshire, while more than twice that amount is annually needed to supply the pulp and paper mills on the Connecticut River. Great is wood pulp.

According to the latest English census there are 250,000 persons in Great Britain receiving incomes of \$1000 each, and 2,000,000 persons incomes of \$500 a year. There are 123,000 families in the United Kingdom having incomes of more than \$25,000. In the United States there are some 4,000,000 families or about 2,000,000 persons, whose income are at least \$2000 a year and more than 10,000 families with incomes of over \$25,000. Considering the difference in population between the two countries, it is clear, to the Atlanta Constitution, that the United States contains the greater number of rich people and a more nearly equal distribution of wealth.

Says the Philadelphia Press: The gift of \$500,000 to the University of Pennsylvania by Provost Charles C. Harrison is one more evidence of the great liberality that has so far marked the last decade of the nineteenth century. At no time in the history of mankind have given large sums of money been given to further education, art and philanthropy. It has been a period of vast enterprises and of marvelous money making. The Chicago Tribune prints a table of the gifts made since January 1, including individual sums exceeding \$1000. It did not include Provost Harrison's gift, as it had not then been announced. Adding that, the table will stand as follows:

January, \$1,000,000; May, \$4,229,300

February, \$353,300; June to date 1,075,000

March, \$36,550

April, \$1,311,500 Total, \$10,964,150

Here is a magnificent total of nearly \$11,000,000 given away in a little over five months, of which \$4,575,000 has gone to colleges and universities, \$1,593,000 to hospitals, \$789,000 to churches and \$208,000 to libraries, while the remaining \$3,788,400 has been distributed among museums, art galleries and charities. It is a total which has probably never been surpassed, and which will make the first half of 1895 a red-letter period in generous giving.

First Lieutenant—"By Jove, as we were going over the river on the plank bridge it gave way and the men fell in." Second Lieutenant—"What did you do?" First Lieutenant—"I ordered them to fall out, of course."—Pearson's Weekly.

Bachelor girl sounds better than old maid, but it means the absence of a man just the same.

## NEW YORK LETTER.

[SPECIAL CORRESPONDENCE.]

Acting on the theory that they have no right to look a gift statue in the month the Park Commissioners have prepared a foundation for a DePyster family effigy in Bowling Green, the said effigy having been kindly presented to the city by the amiable gentleman whose ancestral distinction is thus vouchered. A new theory of park decoration is thus introduced to our notice and it suggests startling possibilities. The rage for ancestral research and for the rehabilitation of more or less mythical progenitors is comparatively new and is as yet confined to only a small portion of our society. Yet such is the development of genealogical pride that if the DePyster idea is accepted as a rule our parks will soon be crowded and the effigies will have to stand as close to each other as passengers on an "L" train.

It would be inconvenient but at the same time it would be interesting to have our parks fenced in with those Egyptian monuments of our family pride, but while the park area is limited there is no limit to the demands which may be made on the complaisant Commissioners. After they have provided for the four hundred ancestors of the Four Hundred, for the past mayors, recorders, judges and governors of official life and for the honored progenitors of the Cincinnati of the St. Nicholas Society, of the Loyal Legion, of the Sons of the Revolution, also for the daughters of the same, and for the Colonial Dames, and the Society of the Colonial Wars and the Mayflower Order and all the American noblesse, there will be others. Bright and brilliant as is the ancestry of our native population, we have a foreign population not less distinguished in descent and not less entitled to recognition. Their families are not only older but they are also much more numerous. They rank the DePysters in seniority and in plurality, and if they insist on coming on, our existing system of parks is obviously inadequate to accommodate the array of monuments which the courtesy of the Commissioners has invited. "Don't like the prospect?"

The project of a great botanical garden in Bronx Park is now an assured success. The public-spirited gentlemen who have the matter in charge have secured by private subscription the \$250,000 required by the act of incorporation. The city is now required by law to set aside 250 acres of Bronx Park as a site for the garden and to contribute \$500,000 in money for the construction of buildings, etc. The enterprise will start therefore with \$750,000 in cash and 250 acres of peculiarly well located land. It is intended to swell the money capital to a million in the near future.

The project is one in the interest of the city and civilization. In every European capital there is a noble botanical garden, while in France and Germany there is one in nearly every important city. But in this country, according to ex-Judge Daly, there is but one that is worthy of the name, and that is not in New York but in St. Louis, and is not a public enterprise but the gift of a single citizen. The establishment of a great garden here, which is now assured, is another and an important movement towards the glory of that Greater New York which is presently to be the pride as well as the commercial capital of the continent.

In a remarkable sermon recently the noted preacher, Rev. Thomas Dixon, declared: Ninety per cent of the population of New York are tenants, the remainder landlords. The churches of today are trying to catch the 10 per cent and let the 90 per cent go by the board. Making all due allowance for any extravagance on the part of this preacher, his declaration deserves looking at seriously. The steady drift of the Protestant churches toward the wealthy "landlord quarter" in the metropolis, as in other great cities, is a fact not to be denied. It is certainly well worth the while of the leaders in the various denominations to which Mr. Dixon so pointedly refers to consider the important question: "Can our churches afford to desert the great and growing tenant class in our large cities?"

The wedding of the waters of the Hudson and Long Island Sound, which took place recently, is another step in the march of our metropolitan progress. It means peace and the victories of peace—enlarged intercommunication in the interest of commerce and trade between the great West seeking its outlet to the ocean through the Erie artery and New York; the wedding of a new link in the chain that binds it to its New England sister states and to nearly all the interior States of the Republic. The Harlem Ship Canal transcends mere local bounds. It is a part of a great system of intercommunication, not alone between States, but between our system of States and Europe. The effect of it will be to decrease the cost of transportation on every bushel of wheat that leaves our shores, and in the enlarged facilities it provides to reduce the cost of the transportation of imported goods to the heart of the continent. Germany opened the great Kiel canal. Behind it there is the idea, first, of war; second, of commerce. With us, in the work we have just perfected, it is commerce first and war second. Our ways are ways of peace!

"Bluecoat shoots a crook."—Exchange. Two policemen were sent out in plain clothes to look for an alleged thief. They sighted the man, who ran away. One of the policemen in plain clothes called out "Stop, or I'll shoot." The thief did not stop and the policemen in plain clothes shot him. Obviously, then a bluecoat did not shoot a crook. It was a plain coat, and so far as the crook or any other running is concerned, a coat without visible authority to shoot or to shoot in this peculiar time, but it is an incident full of suggestion. Policemen in plain clothes ought not to expect general or special recognition of their authority. Recall the case of ex-Commissioner Beattie. Put yourself in the place of this or any other man.

## BOSTON LETTER.

[SPECIAL CORRESPONDENCE.]

Hi, There, Caddy!

The cabmen of the city are in a very troubled state of mind just now owing to the changes which are about to be enforced by the police commissioners. These changes went into effect on July 1. In the first place a system of public stands will be established in the city of London. This system will include the section of the city from the Union station and Causeway street and Atlantic avenue on the north, to Dover street on the south, although the section of Washington street between Broadway extension and Dover street will probably be without a public stand. The total number of cabs that will be permitted to occupy these public stands during the daytime is 152, and during the night the number will be increased to 214. There is a double object in this, the first being to free the streets in the congested districts during the daytime of any unnecessary vehicles, and it is thought that 152 will meet the demands of the public during these hours. The increased number of cabs during the evening hours are deemed necessary owing to the decreased car accommodation during these hours and owing to the character of the traffic, more people requiring the use of cabs because of theaters, parties, etc., than during the day. The street to be most favored with cabs will be Atlantic Ave., owing largely to the steamboat traffic, and the different railroad stations will be next in point of number, although the streets leading off Washington street between Kneeland and School square will have a goodly number. The idea in these stands will be to have what will be known as a regular stand which will accommodate two or more cabs, and a waiting stand which will accommodate the same number. The regular stand will be nearest the point of vantage, and the waiting stand farthest away, and when one of the cabs at the regular stand leaves, the nearest cab on the waiting stand is entitled to take the place vacated on the regular stand. One other matter relating to cabs will very likely be considered in the near future, and that is the number of hours per day that a horse shall be worked. Many complaints have come from the society for the Prevention of Cruelty to Animals of owners who have worked their horses unnecessarily hard. Some have been known to work their horses from near daylight to way into the night, and the above society has come down pretty hard on these men when the facts were positively known. It is not improbable that a certain number of hours will be determined on as a day's work for a horse, and this will be decided in some way by the society for the Prevention of Cruelty to Animals after a hearing with the police board. The rule followed by one firm at present may be adopted, which is two horses in ten hours, as in all probability ten hours will be the length of time during which the day cabs will be allowed on the streets, and the same number of hours for the night squad.

The 100th anniversary of the incorporation of the first insurance company chartered in this state has just been passed. It was called the Massachusetts Fire Insurance Company, and, as it would be natural to suppose, had its origin and domicile in Boston. But let it not be inferred that there were no opportunities for securing insurance in this state prior to the incorporation of this company. Several British companies had representatives here, and certain individuals did an insurance business on their own capital, on a plan similar to what is now known as Lloyd's, though probably this was not done to any great extent. Our fathers doubtless early saw the possibilities of the field, as they felt the need of better facilities for obtaining indemnity in case of fire, through the operation of some strong corporation, well managed, and having the confidence of the public. They therefore applied to the General Court of 1795, and on June 25 the act of incorporation was passed. The incorporators were John Andrews, John Wentworth, William Wetmore, Jesse Putnam, William Shattuck, William Brown, John Harris, Samuel Salisbury and, in the language of the act, "such others as may become proprietors in said company." The capital stock was fixed at \$300,000, a large sum for 100 years ago. The number of shares was 3,000, with par value of \$100 each. Permission was granted to increase the amount of capital to a maximum limit of half a million dollars. This began the career of the first insurance company chartered by Massachusetts. Though it may seem at first thought to have died prematurely, such was not the case. In fact, 53 years is a rather venerable age for a Massachusetts insurance company. The average life of the first 30 companies that succeeded in this state was 37 years, but there was a later period, beginning about 1860, when the average life of 30 companies which failed successively was but 7 years; showing conclusively that the earlier companies in the insurance field had stronger elements of stability than those which occupied it later. Thus far 182 Massachusetts insurance companies, including fire and marine, stock and mutual, have given up the battle. Their average age when they ceased to do business was 17.3 years. Fortunately, the insurance department of Massachusetts realizes the importance of having an accurate record of the insurance companies that have done business here.

## Flowers For The Poor.

[SPECIAL CORRESPONDENCE.]

Hi, There, Caddy!

The Mutual Helpers' flower work has begun. Flowers will be distributed by little companies of boys and girls organized from the public schools for that purpose. Irving C. Tomlinson of the Every-Day church is general supervisor of this little association, and is very anxious to extend the work this summer, but to accomplish this purpose funds are needed. The Mutual Helpers' flower work is unsectarian and inter-denominational. It is a work on the part of those that have for those who have not. It has proved a great blessing to the sick and shut-in among the crowded tenements; perhaps a greater blessing to the city boys and girls who gladly act as distributors, and without question the greatest blessing to the country friends who give their flowers and themselves to the service of others. In passing through the North end one day Mr. Tomlinson discovered a troop of happy children gathering nosegays of the bright yellow dandelions which were scattered over the grassy sward in the Copp's hill burial ground. Outside of this old cemetery one could not find a plot of grass or bed of flowers in the entire district. Large receptacles had been made and placed in each of the railroad stations for receiving newspapers, which are distributed in hospitals and Mr. Tomlinson conceived the idea of gathering flowers in this way, introducing large receiving pans into all the depots where people so kindly disposed might send or leave flowers on week days before 10 a.m. to be distributed in places where they were sure to be thankfully received. That was in the summer of 1890, and with one headquarters in the North end and flowers from five towns 6,000 bouquets were distributed. Last year the work had so grown that there were eight headquarters in various parts of the city. Seventy-five towns were interested and 35,000 bouquets were distributed. In its four years of history there have been given to those who would otherwise have been without a blossom more than 100,000 bouquets. The plan embraces bands of boys and girls, organized from the public schools, co-operating with country friends, organized from the public schools as branch societies, that regularly send flowers to the children to be distributed among the sick and aged in the tenement house districts in July and August.

## An Ineffective Law.

There are many dead laws on the statute books of Massachusetts, but the most remote of the blue laws of colonial days are not more ineffective than the more civilized and recent one against carrying concealed weapons. Whenever a fatal row occurs the knife or revolver generally winds up the fracas, and in nearly every such case in Boston recently death has been the result. Hardly a week passes in this city without a murder, and for the past few weeks such crimes have been of almost daily occurrence. In each case the murderer was an Italian, and always his victim was, fortunately, of the same nationality; and as this highest of crimes has now become of such frequent occurrence, it seems that something should be done to enforce the law against carrying dangerous weapons. It is well known to the police and to everyone else, that there is scarcely an Italian resident of the North End who is not a walking arsenal, and that on the slightest provocation, and often without any provocation whatever, the murderous stiletto is plunged into some victim's heart in that section of the city. I do not know the exact provisions of the law against carrying concealed weapons, but the fact so well known and so often fatally demonstrated in the Italian quarter that the residents are always armed, it would seem to make it incumbent on the police authorities to devise some means for disarming the murderous set.

## Wilson's Good Record.

Chief Constructor F. D. Wilson of the navy, who has been ordered to duty at the Charleston, Mass., navy yard, will proceed to his new post at once. Mr. Wilson is now in his 55th year, and few men have had more experience in shipbuilding or have earned more honors by their personal abilities than he. He served through the war, and was entrusted with the building and repairing of scores of vessels, involving the exercise of great skill and judgment. He was then placed in charge of the construction work at the Pensacola yard. In 1869 he was appointed instructor in shipbuilding and naval architecture at the naval academy at Annapolis, where he remained four years. After a tour of special duty in England and France, he was, in 1874, ordered as naval constructor at the Portsmouth, N. H., navy yard. Mr. Wilson has been three times nominated and confirmed as chief constructor of the navy, an honor seldom falling to the lot of any officer. The calculations and plans of the first steel ship of the navy, the Chicago, were prepared under his supervision, as were those of most of the other vessels comprising our modern fleet. At the time of his first appointment as chief constructor in 1882 none of the navy yards of the country were in condition for building steel ships, and all the progress that has been made in the equipment of the several yards since that time has been through his efforts and under his direction. One of the greatest honors that could be conferred upon any man, in a professional way, was conferred by the Institution of Naval Architects of England on Jan. 14, 1893, when Chief Constructor Wilson was elected an honorary member.

## SHAKERS TO MOVE.

[SPECIAL CORRESPONDENCE.]

Hi, There, Caddy!

Those of Mt. Lebanon to Locate in Florida. Purchased 8,000 Acres, and Include an Entire Township. The Shakers of Mt. Lebanon, who have for an age been a part of the picturesque rural life of New England, are about to abandon their historic town in the Berkshire hills, to cast aside tradition and old-time custom and remove to pastures new. Within the past few years the Shaker Society of Mt. Lebanon has purchased through a real estate broker, no less than 8,000 acres of land in Florida, ranging northward from Lake Okechobee, and comprising a large part of Osceola and De Soto counties. The Shakers are now considering the purchase of 8,000 more acres, making 16,000 in all, which will include an entire township of Florida. Some time ago the Shakers purchased a small tract in California and another in Northern Ohio, but neither had proved suitable for the establishment of a large colony, hence they turned their eye to the South, and have concluded a satisfactory purchase in the State of Florida. The Shakers will establish the largest settlement in this country, and as the land in Florida is rich and fertile the settlement will begin with every natural advantage. The removal to Florida of this historic sect will mark an era in the history of the very remarkable society of Mt. Lebanon. Originally these Mt. Lebanon Shakers were an offshoot from the society of Quakers or Friends. In 1747 some members of that society in Manchester, Eng., formed a distinct association under the leadership of James and Jane Warley. For several years the little company were only noticeable through being more noisy than most of the assemblies of Quakers, dancing, shouting, singing, etc., and the supposed influence of the spirit. But in 1770 one of the members, Ann Lee, professed to receive some peculiar revelations, testifying first that the carnal pleasures of the world were the root of all human depravity, and second that she herself was Christ, of the incarnate Deity, in the female form. The new sect became thoroughly influential, and its teachings, they called her "Mother Ann," and declared their belief that no blessing could descend to any person except through her. But outside of their small circle of followers, she and several of her followers were regarded as blasphemous, and Ann Lee and her worshippers were imprisoned and flogged. In 1774, therefore, in obedience to another of their revelations, she and several of her followers emigrated to New York and settled in Niskayuna (now Waterbury), about seven miles from the city of Albany. In 1787 Joseph Meacham, one of Ann Lee's first converts in this country, collected her adherents in a settlement in Mt. Lebanon. Within a few years Meacham had founded other Shaker settlements in New York and other states. No other societies were formed until about fifteen years later, when some missionaries were sent to the West and founded four communities in Ohio and two in Kentucky. Part of these settlements are still in existence, others have been entirely dispersed. But the Mt. Lebanon settlement has remained the "home," or original town of the society.

In early years the Shakers were the most fruitful, and of the eighteen societies, now in existence all were founded by Ann Lee. Her converts are still made, but they are few at best, and the disciples of Ann Lee, at present about 3,000, despite their comfortable and prosperous condition are slowly but constantly decreasing. The cause of this decadence is not hard to find, primarily it lies in doctrines which the Shakers profess. These doctrines are that God is a dual person, male and female; that Adam, being created in God's image, was also a dual person; that the distinction of sex is eternal; that the male and female who are not male and female, and the Christ, the highest of the spirits, appeared first in the person of Jesus, representing the male and later in Ann Lee, representing the female element in God.

The Shakers holding themselves to be the only true church of these latter days, accept the church of the Shakers as the only true church. The cardinal principles of this church, they say, were common property, celibacy, and nonresistance, separate government, and power over physical disease. They accept them without reservation. The enjoyment of a life but the last is already theirs, and that by stainless lives, they hope in the end to attain. Marriage and the possession of property they look upon not as crimes, but as fruits of a lower order of society. Withal the Shakers are spiritualists. Their peculiar doctrines have already been given a one of the strongest blows in the falling of membership of the various Shaker societies. Another, and perhaps a more potent cause, is the great care with which new members are admitted into the society. One who would like to become a shaker is permitted to spend a few weeks in a novice family, during which time he is carefully instructed in all the tenets of the sect of the Shakers. If at the end of the probationary period he still desires to become a member, he must pay all his debts; if he has a wife must divorce her, and if he has children he must make provisions for their education and support. Usually this is done by confiding them to the keeping of a family of which the father or mother is to become a member, which accounts for the presence of children in the Shaker communities, although very few of those who have had more experience in shipbuilding or have earned more honors by their personal abilities than he. He served through the war, and was entrusted with the building and repairing of scores of vessels, involving the exercise of great skill and judgment. He was then placed in charge of the construction work at the Pensacola yard. In 1869 he was appointed instructor in shipbuilding and naval architecture at the naval academy at Annapolis, where he remained four years. After a tour of special duty in England and France, he was, in 1874, ordered as naval constructor at the Portsmouth, N. H., navy yard. Mr. Wilson has been three times nominated and confirmed as chief constructor of the navy, an honor seldom falling to the lot of any officer. The calculations and plans of the first steel ship of the navy, the Chicago, were prepared under his supervision, as were those of most of the other vessels comprising our modern fleet. At the time of his first appointment as chief constructor in 1882 none of the navy yards of the country were in condition for building steel ships, and all the progress that has been made in the equipment of the several yards since that time has been through his efforts and under his direction. One of the greatest honors that could be conferred upon any man, in a professional way, was conferred by the Institution of Naval Architects of England on Jan. 14, 1893, when Chief Constructor Wilson was elected an honorary member.

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## NEWS CONDENSED.

[SPECIAL CORRESPONDENCE.]

Hi, There, Caddy!

Terse Dispatches From All Over the Country.

Whiskey drinking is said to be on the increase, but before July 10 all the distilleries in the Pittsburgh, Pa., district will be closed for periods of from two to six months. A message was received at the Washington police headquarters that James Newsom, a doorkeeper at the capitol, has been shot and killed at Carlin Springs, Va., by a man named Barry.

The Tennessee coal, iron and railroad company made a flat advance of \$1 per ton on all grades of iron on shipments restricted to three months. About 3,600 men in the employ of the Tennessee company and 5,000 others in the district are benefited by the advance.

A small fishing schooner foundered off Tacon beach, near Placentia, Newfoundland, a few days ago, and all on board perished. They were William Bolt, aged 60, captain; William Bolt, Jr., aged 30; William Bolt, aged 25, a nephew; and Henry Kirby, aged 16.

The treasury department at Washington, D. C., has rejected all the bids for the erection of the new National Bank, public building. There were seven bids, the W. C. Green company of Chicago being the lowest bidder, at \$2,480. The lowest bid was declined to execute the contract and the others were too high.

The Shakers holding themselves to be the only true church of these latter days, accept the church of the Shakers as the only true church. The cardinal principles of this church, they say, were common property, celibacy, and nonresistance, separate government, and power over physical disease. They accept them without reservation. The enjoyment of a life but the last is already theirs, and that by stainless lives, they hope in the end to attain. Marriage and the possession of property they look upon not as crimes, but as fruits of a lower order of society. Withal the Shakers are spiritualists. Their peculiar doctrines have already been given a one of the strongest blows in the falling of membership of the various Shaker societies. Another, and perhaps a more potent cause, is the great care with which new members are admitted into the society. One who would like to become a shaker is permitted to spend a few weeks in a novice family, during which time he is carefully instructed in all the tenets of the sect of the Shakers. If at the end of the probationary period he still desires to become a member, he must pay all his debts; if he has a wife must divorce her, and if he has children he must make provisions for their education and support. Usually this is done by confiding them to the keeping of a family of which the father or mother is to become a member, which accounts for the presence of children in the Shaker communities, although very few of those who have had more experience in shipbuilding or have earned more honors by their personal abilities than he. He served through the war, and was entrusted with the building and repairing of scores of vessels, involving the exercise of great skill and judgment. He was then placed in charge of the construction work at the Pensacola yard. In 1869 he was appointed instructor in shipbuilding and naval architecture at the naval academy at Annapolis, where he remained four years. After a tour of special duty in England and France, he was, in 1874, ordered as naval constructor at the Portsmouth, N. H., navy yard. Mr. Wilson has been three times nominated and confirmed as chief constructor of the navy, an honor seldom falling to the lot of any officer. The calculations and plans of the first steel ship of the navy, the Chicago, were prepared under his supervision, as were those of most of the other vessels comprising our modern fleet. At the time of his first appointment as chief constructor in 1882 none of the navy yards of the country were in condition for building steel ships, and all the progress that has been made in the equipment of the several yards since that time has been through his efforts and under his direction. One of the greatest honors that could be conferred upon any man, in a professional way, was conferred by the Institution of Naval Architects of England on Jan. 14, 1893, when Chief Constructor Wilson was elected an honorary member.

## Wilson's Good Record.

Chief Constructor F. D. Wilson of the navy, who has been ordered to duty at the Charleston, Mass., navy yard, will proceed to his new post at once. Mr. Wilson is now in his 55th year, and few men have had more experience in shipbuilding or have earned more honors by their personal abilities than he. He served through the war, and was entrusted with the building and repairing of scores of vessels, involving the exercise of great skill and judgment. He was then placed in charge of the construction work at the Pensacola yard. In 1869 he was appointed instructor in shipbuilding and naval architecture at the naval academy at Annapolis, where he remained four years. After a tour of special duty in England and France, he was, in 1874, ordered as naval constructor at the Portsmouth, N. H., navy yard. Mr. Wilson has been three times nominated and confirmed as chief constructor of the navy, an honor seldom falling to the lot of any officer. The calculations and plans of the first steel ship of the navy, the Chicago, were prepared under his supervision, as were those of most of the other vessels comprising our modern fleet. At the time of his first appointment as chief constructor in 1882 none of the navy yards of the country were in condition for building steel ships, and all the progress that has been made in the equipment of the several yards since that time has been through his efforts and under his direction. One of the greatest honors that could be conferred upon any man, in a professional way, was conferred by the Institution of Naval Architects of England on Jan. 14, 1893, when Chief Constructor Wilson was elected an honorary member.